

HOW FREE PORTS WOULD UPBUILD OUR FOREIGN TRADE

Experiments Tried Abroad Show Value of Plan, and Movement Here Gains Many Prominent Advocates

GERMANY'S free ports played a large part in building up her foreign trade before the war, and they will again figure prominently in her efforts to recover her lost markets and to increase her overseas fields of commerce after peace is restored. This fact gives additional importance to the hearings held here recently under the auspices of the United States Tariff Commission for the purpose of discussing America's adoption of free ports as a means of facilitating foreign trade and at the same time giving American exporting industries a chance to compete on more nearly even terms with the keenest of their alien rivals.

According to students of international commerce, all producing nations are going to face a period of prolonged and desperate mercantile conflict following a declaration of peace. This is regarded as inevitable because of the enormous financial sacrifices imposed by the war, and a prime means of financial rehabilitation will be through the channels of export business and the vigorous promotion of overseas trade. Logically, then, the United States will be able to hold its own during that era of readjustment only if it has at its command the same sort of business weapons as its rivals. Free ports are among these weapons.

Congressman Murray Hulbert of New York has lately made it clear why there must be a popular realization of just what free ports mean. He said:

"The idea of free ports has appealed to me strongly for a long time, and the advantages enjoyed by the exporter operating from within favored zones of that sort were brought sharply to my attention when in Europe. A couple of years ago I tried to stir up interest in Congress for the purpose of obtaining free port legislation, and with the exception of two legislative fellows I could not find that my colleagues in the House had the remotest notion of the true purpose of the free ports of Continental Europe.

"The Republican members commonly believed that I was bent upon fostering free trade upon the country under a delusive guise; while my Democratic conferees were equally convinced that the establishment of a few free ports meant otherwise the perpetuation of what they were pleased to term the iniquitous tariff.

"They thought me revolutionary, and I needn't detail the hard row I met myself to hoe in breaking ground for a better understanding of the seal purpose and character of free ports. I am thankful that there is now a growing realization of the actual nature of these aids to far flung trade; and through the cooperation of others in Washington, who have awakened to our need of kindred facilities, we are in a fair way to make the free port sort within our continental limits in the course of the near future. But there must be a general demand among our business interests to bring this about.

Functions of a Free Port.

"Fundamentally a free port zone is a neutral area within a country where the domestic manufacturer and the importer and exporter can operate without tariff burdens in preparing, packing or otherwise handling products in part or in whole dependent upon foreign raw materials or ingredients, which if otherwise brought into the country would be taxed. Remember that all of these imported materials are reworked, repacked or otherwise dealt with for purposes of export under especially favorable conditions, and enable the resident industries to keep down costs, especially of raw and more or less finished foreign ingredients, so that they can compete in the markets of the world with their most favored rivals. Let me give a concrete example of how the free port idea might work here.

"It seems that the United States Steel Corporation has acquired recently something like 12,000 acres on the Mobile River just above the city of Mobile. In fact the area of this property is greater than that which the city itself covers.

"With an easy outlet through Mobile Bay to the Gulf of Mexico ships would have a comparatively short run to nearby Cuba, where it is possible to obtain iron ore of a superior quality. Now a steel plant of this size at Mobile would be able to draw freely upon the coal and iron deposits of the contiguous Southern States.

"I am told that a certain percentage of Cuban ore mixed with native ore will produce a grade of steel of exceptional character, in short unequalled. If steel mills were established near Mobile within a free port zone those plants would be able to make for export, without paying duty on the Cuban ore, products that would find a ready and a very profitable market in Mexico, Central America and the West Indies, and they could do this and compete with European manufacturers upon the best of terms.

An Incidental Benefit.

"Some time ago a ship bound from Halifax to Bermuda sprang a leak on her southward run and had to put in to New York for repairs. As she carried a full cargo it was not practicable to drydock her while laden. Accordingly it was necessary for her owners to remove her freight and have it stored in bonded warehouses while the vessel was being made fit to go to sea again.

"The charges incidental to carrying the cargo to storage, keeping it there, obtaining its release ultimately and removal to the steamship, are more than the insurance on the ship, and the net result was that all of the salvage was eaten up by the expenses

incident to meeting the levies and inconveniences imposed by the customs authorities. Had New York possessed a free port zone it would have been entirely practicable to discharge the vessel's freight there without paying any customs dues whatsoever, and the losses mentioned would have been reduced to a minimum.

"At the same time, an American shipyard and American labor would have profited by the steamship's plight. Repair plants located in a free port zone would favor the calling of foreign ships which otherwise might venture on to a home port in order to avoid the expenses and troubles just referred to.

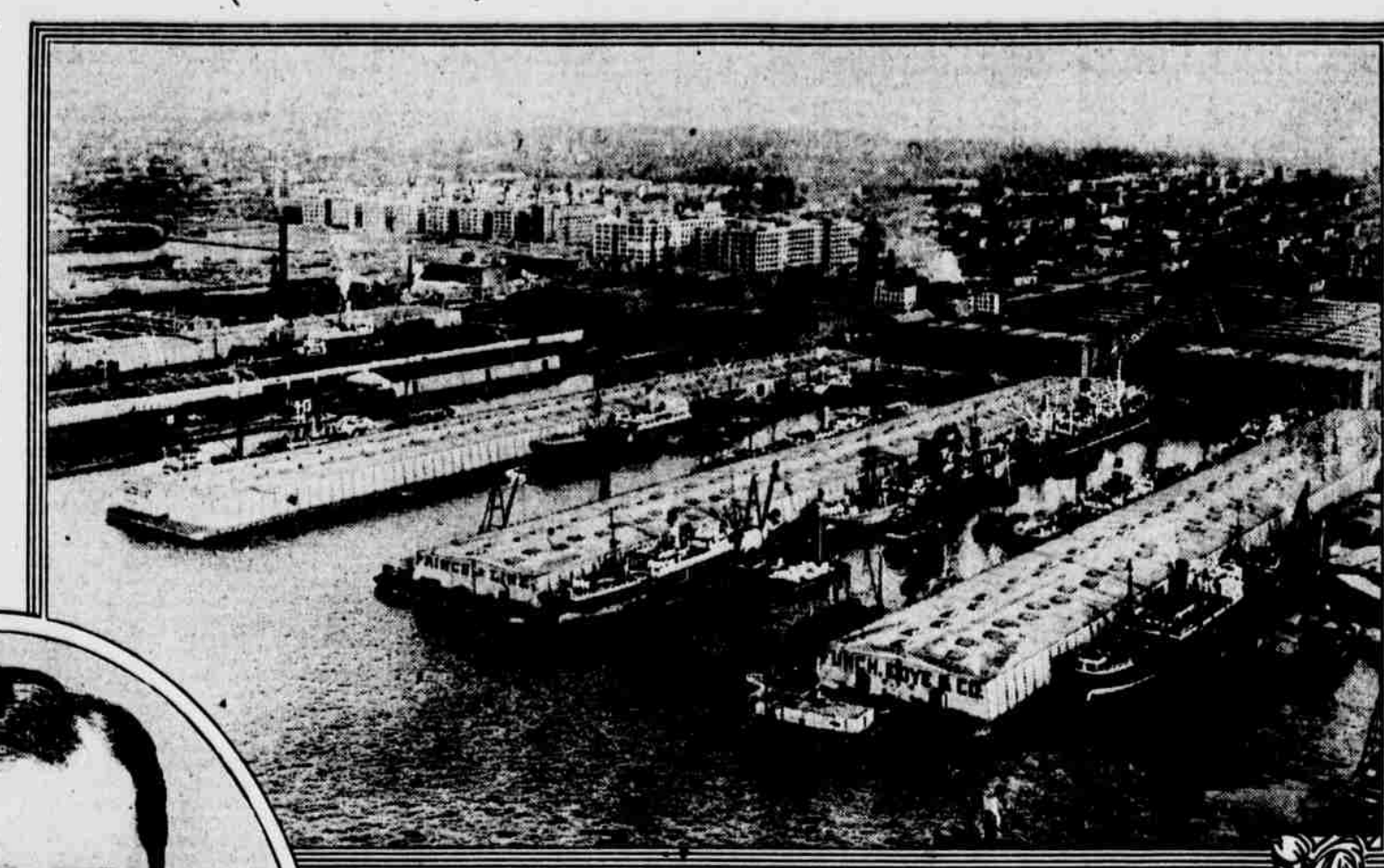
"And don't let us forget that a free port need not necessarily be immediately contiguous to the sea, even though its reason for being is to promote foreign commerce. Chicago is



CONGRESSMAN MURRAY HULBERT, NEW YORK REPRESENTATIVE WHO IS WINNING GOVERNMENTAL AUTHORITY FOR FREE PORT ZONES.

certainly not what might properly be termed a seaport, and yet it is conceivable that there would be an admirable site for a free port zone. Industrially it is a booming locality, and business there might be greatly augmented if it were possible to handle, rework or manufacture certain commodities from the raw products that Canada could supply in such vast quantities.

"A free port near by on the shore of Lake Michigan would make it practi-



BIRD'S-EYE VIEW OF PART OF THE BUSH TERMINAL PLANT, AN INDUSTRIAL COMMUNITY AKIN TO EUROPEAN FREE PORTS

worked raw stuffs returning to her would not have to pay duty in entering Chicago's free port zone for treatment, manufacture, etc.

"This would cut down the ultimate cost at which they could be sold at a profit; and we shall find in the course of the next few years that the Dominion's own industries are going to be strong competitors in fields where we have heretofore enjoyed notable advantages in the country to the north of us.

"My idea is that Congress shall accept in principle the advisability of free port zones and authorize their establishment at suitable points. The element of suitability, however, should be clearly established by a competent commission, and the assent of that body would have to be won after the city or port making application has adduced data showing its commercial importance, its water and rail facilities, and a disposition to make the most of the opportunities offered by a free port zone.

Results in Europe.

"And back of every application of this sort there must be a solid basis of fact that the contributive hinterland will benefit as well. In short we must recognize that free ports have a national and not a local service to perform."

The Merchants Association here has come squarely in favor of a free port zone in the metropolitan district, and four years ago it sent Philip B. Kennedy of New York University abroad to study the operation of European free ports. Mr. Kennedy's report was based primarily upon data obtained in connection with the free ports of Copenhagen, Hamburg and

Bremen in comparison with the then competing ports of Antwerp and Rotterdam.

Germany is a high tariff country, and so too is Denmark, while Holland and Belgium have let in raw materials without tax, and their duties where levied have been moderate. Mr. Kennedy has shown conclusively that Hamburg, Bremen and Copenhagen have been able through their free ports to hold their own splendidly in foreign trade despite low tariff or even free trade on the part of their commercial rivals abroad.

"Within the free port," he reported, "goods are unloaded, stored, packed, mixed or manipulated or manufactured with as great freedom as though customs officials were an unknown species to commerce." Referring to Hamburg, for instance, he said: "There is an interesting way of bringing ships up the river to the free port. The red lights amount to nothing except that the pilot is a sworn man, who is under oath not to allow any goods to leave the vessel while it is in his charge. There has never been an evidence of bad faith on the part of these pilots.

"Of the special advantages to trade offered by a free port the first is that already mentioned of freedom from red tape and expense connected with drawbacks and bonded warehouses. A second advantage is that when a ship ties up in a free port it is possible to unload the cargo without any customs inspections.

"Representatives of steamship lines say that this is a great luxury for them, as it enables them to have quicker and better control over their ships. In these days of large investment in ships saving in time means more voyages and larger interest re-

turns. The quickness with which cargo can be discharged is also of advantage to consignees.

"It is an advantage in getting goods inland, because it relieves congestion and gives a steady stream of goods which may be inspected as part of the routine. In the case of transit cargo it is pure gain. The time element in handling cargo is becoming more and more important. The great foe of speedy service is congestion, and the ease with which goods may be received into a free port is everywhere highly appreciated.

One can best judge of the possible benefits here of free ports if the results abroad are instanced. Copenhagen, which was made a free port twenty-six years ago, had quite doubled her tonnage through that agency by 1915. Hamburg and Bremen, prior to the war, placed Germany

where she was upon the sea and in foreign trade.

Hongkong, although not strictly possessed of a free port in the European sense, has nevertheless a foreign zone where the privileges of a free port are in the main enjoyed. Between 1888 and 1912 the tonnage of vessels entering Hongkong increased 265 per cent., while during that time the port of New York could show a gain of but 14 per cent. Singapore, said to be "the chief halting place of vessels engaged in trade between the Occident and the Orient," owing to its free port features has won for itself commerce valued approximately at \$300,000,000 a year.

It has been said: "The port which can make itself a convenient place for the interchange of merchandise passing from one vessel to another finds its prosperity increasing. The number of vessels arriving grows from year to year. The facilities required for handling, storing, mixing and interchange of merchandise, the labor required for this service, the new uses for docks and warehouses in which these interchanges can be conveniently

made, the handling of merchandise in the making up of new consignments and the increase in the number of steamships arriving and taking on fresh supplies before their departure all tend to make increased business for the port and its varied interests."

New York's Advantages.

A free port zone must of necessity be an isolated area susceptible of the rearing of landward barriers which will suffice to prevent the unauthorized movement of imports inland upon which duties have not been paid. The port of New York has extensive undeveloped stretches of shore line which would lend themselves admirably to this measure of segregation and yet be within easy reach of rail and water communication and supplies of labor, domestic materials, etc.

There are nearly a hundred steamships sailing from the boroughs of Manhattan, Brooklyn and Richmond, not to mention The Bronx, which are engaged in foreign trade the world over. Along the Jersey waterfront there are normally many lines of steamships running to foreign ports. Centering here are fifteen Long Island Sound steamboat lines doing business with important industrial cities of New England, and from this port all regularly freight and passenger vessels of a dozen lines plying in the coastwise trade southward to Atlantic and Gulf ports. Canal traffic in several directions adds to this volume of traffic.

J. C. Lincoln, manager of the traffic bureau of the Merchants Association, has shown that the thirteen lines of railroads feeding from all parts of the United States to the port of New York approximate nearly 40,000 miles in length and reach an enormously productive domestic region. According to this expert, the net registered tonnage of vessels entering and clearing from the port of New York makes the metropolitan district second only to London in the value of its foreign trade.

The next nearest American port in this respect stands sixteenth on the list of the great shipping centers of the world. Whatever may be the reason for establishing a free port zone elsewhere in the United States it should be patent that the port of New York has every reason, because of its local and national importance, to be among the first if not the first to have a zone of this description.

With the return of peace the traffic through the Panama Canal is bound to be enormously augmented, and Liverpool, London, Hamburg and possibly Antwerp will inevitably strive to grip foreign trade and draw to them the vast bulk of shipping bound east and west through the isthmian waterway. A tremendous part of that potential business will undoubtedly be in the nature of transshipments, repacking or perhaps otherwise manipulating alien commodities.

Why then should America stand idle and allow this to come to pass without making a proper bid for a goodly part of this commerce? Why shouldn't Americans work up here for reexport, such Latin American products as coffee, cocoa, hides, hemp, etc.? To do this we must anticipate our future competitors, and we can do this only by starting with the least practicable delay.

A Practical Example.

It will be argued that some of our European rivals have free port zones already established, while London and Liverpool have the advantage of free trade. Even so, it is to maintain our protective tariff and to fight European free traders and Germany with her free ports that we must have free port zones where we can battle on more nearly even terms for our share of the world's commerce.

But how can we create the operative setting? How can we make it possible for American capital and native enterprises to engage in manufacture, mixing, compounding, repacking, etc., for this particular department of competitive exporting? Fortunately it is not necessary to send me to Europe to study the inner workings of the establishments required.

There are at several points along New York's waterfront industrial centers that have come into being through the need of linking water and rail traffic with the landward hinterland. Plants make it possible to receive products or materials either by ship or car, and after handling them or reworking them to send them onward by whichever route best serves the purpose. Probably the finest example of this sort of industrial community, and that is what a thoroughly up-to-date free port is, is that which Irving T. Bush, the head of the War Board for the Port of New York, has called into being.

At that terminal thirty international steamships discharge their cargoes, merchandise from every part of the globe. The cargoes find their way either directly to interior consignees or half on the way at the one hundred and twenty-three warehouses forming part of the plant. In the left buildings there are hundreds of busy manufacturers, many of them foreign exporters, who get their raw materials from India, China, Japan, Africa, Central and South America, Europe, the Antipodes, as well as from the Arctic and the Antarctic shores and send them to the United States, under customs supervision and under free duties, bonding, etc. The Bush Terminal might be described as a free port.

America's Opportunity.

Other nations are not slow to appreciate the enormous advantage of free ports. Trieste and Genoa have had free ports for some years, and several Italian coast cities have enjoyed for a considerable time free port facilities in a limited form. A little more than a year ago Spain awakened to the modern demands of foreign trade, and then decreed the establishment of a free port at Barcelona.

The concession for the zone was vested in an association consisting of the municipality of the city and officers or delegates of such local organizations as the Board of Harbor Works, the Chamber of Commerce, and other allied bodies. Other Spanish coast cities are likewise to have free port zone privileges whenever they desire to establish such mercantile export bases.

In the cases of Hamburg, Bremen and Copenhagen the capital need has been provided in part by the State and the remainder by private enterprise. That is to say, in each case the State paid for the land, dredged the harbors and built the piers, while duly authorized companies, called in by various public bodies, provided the necessary buildings, railway tracks, freight handling facilities, and the required administrative offices, etc. It is a significant fact that each of these ports had prior to the war made a handsome net return annually upon the capital involved, and they have not only been financially sound but have been providing a mental in bringing millions of dollars of business to their countries while making it possible to enter the markets of the world under exceptionally favorable circumstances.

As Congressman Hulbert says: "No nation has ever been so backward as we have been in providing for our own wants to sell his commodities abroad is going to oppose the creation here of free port zones when he realizes the potential benefits that they are bound to insure. Free ports will do as much for us as they have done for other high tariff nations, but we should lose no time in providing them if we are to reap our logical share of the world's trade."

ALLIES SCORED HEAVILY IN THE YEAR OF WAR JUST CLOSING

Continued from second page.

25 was regarded as hastening the fate of Trieste, which was evacuated by civilians.

By August 29 they had gained complete control of the Bainsizza and Carso plateaus, had entered the Chiavovano Valley and were making steady gains on San Gabriele, regarded as the key to the whole situation and to an invasion of the plains stretching toward Vienna.

German troops appeared for the first time on the Carso front on September 1. The brilliant achievements of the Italian army left the world wholly unprepared for the events of the latter part of October. On October 24 the Austrian and German forces made a sudden attack in the Julian Alps, beat down the resistance of the Italian troops, lowered by Socialist propaganda, and threatened the rear of the army on the south.

This forced the hasty retirement of the whole Italian force along the seventy miles from the Carnic Alps to the sea. On October 22 the Teutons took Gorizia and Cividale. The following day the entire Isonzo front collapsed.

Italians in Retreat.

All the Italian forces retreated toward the Tagliamento River, where it was believed a stand would be made. Udine, formerly the Italian base of supplies, fell on October 30. In the first week of the fighting the Italians had lost more than 250,000 prisoners and 2,500 guns.

By November 1 the Italians were behind the Tagliamento River. This line was held until November 6 when the Italians once more fell back. On November 9 they reached the line of the Piave River, where it was believed, and as events afterward showed, a stand would be made.

At this time, November 9, a change was made in the Italian high command. Gen. Cadorna, who had commanded the Italian armies for the entire period of the war, was transferred to the Imperial Military Command in Genoa. His assumed command of operations in the field.

On November 10 the capture of Asiago by the Teutons revealed their strategy of a great flanking movement which if successful would force the abandonment of the whole of northeastern Italy probably as far as the Adige River. On November 11 the Teutons captured Belluno and the following day advanced down the Piave to Feltre.

By the end of November the Piave line had noticeably stiffened, the force of the German drive probably as far as the Piave River, where it was believed, and as events afterward showed, a stand would be made.

while the coming of snow and the setting in of winter conditions promised definite aid to the Italians in the protection of Venice and the Venetian plain.

On December 9 the Mayor and Chief of Police came out with a flag of truce and formally surrendered the city to the British commander, Gen. Sir Edmund Henry Allenby. The victors entered the city on December 10.

Jerusalem Taken From Turks by the British

SUCCESS marked the campaigns of the British armies in Mesopotamia and Palestine. The chief objective points of both expeditions, Bagdad in Mesopotamia and Jerusalem in Palestine, fell to the Allies.

The capture of these ancient cities represented more than the taking of two Turkish strongholds. To the Germans Bagdad was the desired eastern terminus of the great Teutonic railway project and one of the goals of the Pan-Germanic expansion toward the Orient. Jerusalem was the site of a German development that had made it the center for an advance upon Egypt and the Suez Canal.

The expedition against Bagdad was under the command of Major-Gen. Frederick Stanley Maude, who was said to have had at his call 120,000 men. The British army advanced across the Babylonian plains and on February 16 recaptured Kut at Amara, taking several thousand prisoners.

The British forces next attacked the Turkish positions on the Tigris, and after three days of whirlwind fighting they entered the City of the Caliphs on March 11 as victors. After months of rest during the extreme hot season Gen. Maude renewed his offensive, capturing a Turkish stronghold on the Euphrates with its commander and 4,000 prisoners.

He then directed his operations along the Tigris Valley and by the end of October had carried the British lines almost to Mosul and within striking distance of the completed portion of the Bagdad Railway.

Gen. Maude died after a few days illness on November 15. The first intimation of the British advance into Palestine was the announcement on March 7 of the capture of El Khullil, only fifteen miles south of Jerusalem.

The British forces thereafter remained seemingly inactive until early in November, when they captured Beersheba. They renewed their attack upon Gaza, and after seven days fighting the town fell. One column pressed north of Beersheba and took the junction of the railroad to Damascus, the other captured the junction of the railroad to Jerusalem, and on November 15 occupied Jaffa. By November 22 it had pushed eastward until it was within five miles of the Holy City.

The column advancing from the south found Hebron evacuated and the German garrison in Jerusalem. The Turks entrenched at Bethlehem, with the guns so posted that a counter force would endanger the sacred village. It

executed a circling movement, and after driving the Turks from the ridge overlooking Jerusalem on the west, were at the gates of the city.

The year was without any important military activities or developments in the Balkan regions. Rumania had been overrun by the Austro-German forces with the exception of a small portion in the northeast along the Russian border, and the Serbians had succeeded in holding Monastir, but had been unable to make any advance.

By the action of the Paris conference allied troops were withdrawn from parts of northern Greece for service on other fronts. In December Gen. Sarrajl was recalled from Salonica and Gen. Guillemet was formally placed in command at that point on December 24.

Early in June the Entente Powers arrived at the conclusion that the time for decisive action regarding Greece had come. M. Jonnart, a member of the French Senate, presented an ultimatum to Premier Zaimis, and on June 12 King Constantine abdicated in favor of his second son, Alexander.

Venzelos arrived at Athens on June 21. On June 27 the new, and the capital had been removed to Jassy. Two days later Greece severed relations with the Central Powers and began the rehabilitation of her army.

Submarine Blockade a Diminishing Menace

THE naval history for the year resolves itself into the history of the submarine. With the exception of a few minor engagements between patrol boats and the hunting down of a raider or two all the energies of the naval forces of all the belligerents were devoted on the one hand to the development of the submarine and on the other to hunting it.

Germany ruthlessly made good her threat of unrestricted submarine warfare. During the month of February London reported shipping sunk to the amount of 479,000 tons. This was a considerable increase over the preceding month, when 330,000 tons had been sunk.

The most sensational episodes in March were the sinking of seven Dutch food ships and the sinking of the three American ships, the City of Memphis, the Illinois and the Vigi-

lancia, which served as the final straw to American forbearance.

The torpedoing of the French cruiser Danton in the Mediterranean with a loss of 296 men was the most serious loss of the month from a military point of view. The tonnage sunk during March showed a distinct increase, 600,000 tons being sent to the bottom.

The peak of German efforts seems to have been reached in April, when the sinkings aggregated 758 tons. British hospital ships, Belgian relief ships and ships of Brazil, Argentina and other neutral countries were included in this great bag.

May saw a distinct falling off, 549,000 tons being the record. In spite of this showing the whole situation was regarded as most grave and engaged the attention of all the allied Governments.

Methods of fighting the submarine seemed to improve slightly, and it was believed, although no facts or figures have ever been given out, that many submarines were being run down, captured and destroyed. The destroyer seemed the most efficacious weapon against them and the one they most feared.

The American destroyer flotilla under Rear Adm. Sims was now in the danger zone assisting in the work of patrol and convoy. It is probable that improved organization rather than improved devices was responsible for the check to the U-boats.

In June there was a disconcerting increase in the losses, estimated at 758,000 tons, but in July these figures were reduced to 463,000 tons, the smallest since the unrestricted sinkings began.

In August the losses crept up again, this time to 591,000 tons. During August occurred the Belgian Prince outrages which horrified even those caloused by German barbarities.

During September the losses fell to considerably under 400,000 tons, a ratio of decrease which, so far as figures are available has been maintained. The best of the attacking of the submarine of fighting it is to be found in the fact that in October a reduction of 25 per cent. in the premium rate for insurance was announced.

Probably the most brilliant single feat of the year was performed by a small Italian patrol boat that slipped into Trieste harbor and sank the battleship Wien and disabled the Monarch.

On November 3 British ships sank eleven German vessels of the patrol boat type in the Cattegat. The auxiliary cruiser Marie, 3,000 tons was the largest one sunk.

Airplanes Replace Zepps in Raids on England

THE outstanding feature of the year in aerial warfare has been the decline in the use of the Zeppelin as a raider and the great in-

crease of aerial raids on England by squadrons of airplanes.

The first Zeppelin raid of the season occurred on the night of March 16, when several machines visited the southeastern counties of England. On its return flight one of the raiders was brought down near Compiegne and its crew of thirty killed.

On April 7 the greatest air battle of the war took place on the western front. A swarm of British airplanes sent up to photograph the new German positions were attacked in force. The Germans lost forty-eight airplanes and ten captive balloons. The British lost twenty-eight machines.

April was a bad month for the airmen. Figures for the month show 717 machines lost. These included 350 German, 291 French and Belgian and 147 British airplanes.

On May 7 a British naval battleship brought down a Zeppelin in the North Sea.

The May record of airplanes lost almost equaled that of April. It was officially announced that 713 had been shot down, of which 442 were German and 271 British and French. Capt. Albert Ball, the most famous British aviator, was lost during the month.

On May 23 the eastern counties of England were attacked by zeppelin raiders. On May 26 76 persons were killed and 174 injured in a raid on Folkestone. Three of the raiders were brought down in flames.

British Demand Reprisals.

July brought air raids on a large scale by all the belligerents. Harwich, which was raided on July 4, suffered severely. But on July 7 London underwent a great and dramatic raid. Twenty-two German planes of the large new Gotha type participated. It was broad daylight, the raiders were plainly visible, and the battle in the air between attackers and defenders was watched by millions of people.

The English people began pressing the matter of reprisals, against which the Government had steadily held out. On July 22 the east coast of England was again visited by raiders, who were driven back before they reached London.

Up to the end of July it was reported that 366 persons had been killed and 1,092 injured in air raids in the London area.

On July 6 France, as a retaliation for German raids on open French towns, sent a great fleet of eighty-four machines far into Germany. Coblenz, Treves and Essen were all attacked. The exploit of Sergeant Maxime Collois, who flew a distance of 446 miles in seven hours and successfully bombed the Krupp works, was notable.

For the first time in a year and a half Paris, on July 27 and 28, suffered

airplane attacks. The attacks were futile.

British official figures showed that 429 airplanes had been brought down on the western front during July.

The giant Caproni airplane, the new Italian type, made its appearance early in August, when a great raid was accomplished on the Austrian base at Pola. The huge Caproni bomb carriers were escorted by fast scout planes, thirty-six in all.

On August 22 and again on September 2, 3 and 4 England suffered severe raids. On the first date the Germans attacked Vauxhallcourt Hospital in France, killing ten wounded men and twenty nurses. Another attack on the same hospital a week later cost nineteen killed and twenty-six injured.

On September 8 the British-American hospital known as the Harvard unit was attacked, four Americans being killed and ten wounded.

Throughout the month of September England underwent frequent raids, always with airplanes, the Zeppelin seemingly having been abandoned.

Famous French Aviator Lost.

It was announced on September 25 that Capt. Guyot, the most famous of French military aviators, had been killed. During September 794 airplanes were destroyed on the western front.

On October 1 the greatest air raid in history was made on English coast towns. Four squadrons of machines being engaged. The casualties were not so great as in many previous raids.

Meantime the British had frequently bombed Belgian coast towns and had dropped bombs on the German bases in Flanders, while the French had raided German bases all along the front and had frequently bombed the Rhine towns.

The Zeppelins on October 19 made a dramatic and for them disastrous entrance into the field. A great fleet of eleven airplanes joined in the attack. Many towns throughout England were damaged with a loss of twenty-seven killed and fifty-three injured. One bomb in London killed fourteen persons, eight of them children of one family.

On their return journey across France the Zeppelins were chased by four German fighters, one of them including one captured undamaged, with her crew under dramatic circumstances.

One of the remarkable feats of the air for the year was that accomplished by a fleet of fourteen Italian airplanes that flew from Milan to raid the naval base at Cattaro. The planes flew together for a thousand miles without mishap and returned safely home.

During December the British raided the various bases in Belgium with considerable success, while the French in the three days between December 10 and 13 dropped many tons of projectiles on German bases back down the lines and succeeded in bringing down nine planes.